

TRANSPORTATION ENHANCEMENTS for ARIZONA



Federal Highway Administration



REVISED MAY 1999

On June 9th, 1998 President Clinton signed reauthorization of the largest public works legislation in US history. This Transportation Bill (HR 2400) has been named the Transportation Equity Act for the 21st Century (TEA-21). This bill will continue to fund through a 10 percent set aside from Surface Transportation Program (STP) funds the Transportation Enhancement Program. The estimated annual transportation enhancement funds available to Arizona for this program are around \$11 million/year over the term of the bill (1998-2003). This program was developed to enhance surface transportation activities by developing projects that go above and beyond what transportation departments typically do. **All projects must be transportation related.** Recreational trails and artwork may not qualify. Final determination will be outlined in the project Design Concept Report (DCR). Proposed projects must qualify in one of the listed categories to be eligible for enhancement funding:

FUNDING ELIGIBILITY

Any government, group, or individual may apply for enhancement funding. However, a governmental body must sponsor projects. This restriction is necessitated by the project development and financial administration requirements associated with this federally funded program. Private non-profit and civic organizations are encouraged to work with governmental agencies to develop project applications.

The project sponsor will be responsible for the payment of costs over and above the programmed amount in the event that a project's actual cost exceeds its programmed cost.

Project proposals must be detailed enough for ADOT to determine, and for the Arizona Division of the Federal Highway Administration to agree, that the proposed project is eligible for transportation enhancement funds.

The Transportation Enhancement Program, as with all federal highways programs, is a REIMBURSEMENT program. Project sponsors must be prepared to pay for costs incurred and then request reimbursement for expenditures as specified in the contract agreement. ALL PROJECTS MUST BE SUBMITTED TO THEIR MPO/COG REPRESENTATIVE OFFICE FOR EVALUATION. THEY WILL THEN SELECT THE PROJECTS THAT WILL BE FOWARDED TO ADOT FOR REVIEW BY THE TRANSPORTATION ENHANCEMENT REVIEW COMMITTEE (TERC). ADOT REQUIRES **16 COPIES** OF YOUR APPLICATION FOR INDIVIDUAL TERC MEMBER REVIEW.

FUNDING AVAILABILITY

With the authorization of TEA-21 Arizona will see an increase in available enhancement dollars. Funds are available in two categories for projects ON or OFF the State highway system. Arizona has divided the funding for these into STATE and LOCAL project categories. Projects that are adjacent to State highways or on other property are considered local projects. Projects that are on ADOT right-of-way are to be coordinated with the nearest ADOT district office. Under the new transportation bill we anticipate the annual dollar amount for the entire enhancement program to be about 11 million. The Transportation Enhancement Review Committee will review project applications on an annual basis. There will also be \$1 million/year set aside for projects that are in the ADOT 5-year program. This set aside funding will be used to enhance current ADOT projects by adding qualifying elements that go above and beyond typical roadway construction. For each application cycle ADOT will estimate the dollar amount available for enhancement projects. Projects will then be selected until the dollar amount of available funds is reached. The selected projects will then be scoped and a DCR will be developed. Due to the amount of time involved in developing enhancement projects you should allow from one to two years for projects to go into the construction phase. The maximum federal funding for an individual LOCAL project may not exceed \$500,000. STATE projects have a limit of \$1.5 million. If the project is on the LOCAL side it requires a minimum of 5.7% in **hard cash** match. In-kind contributions do not replace the hard cash match, but they may help in getting the project selected by demonstrating a commitment to the project. An example of this would be design costs being covered by the sponsor. STATE projects require a 5.7% match of state funds.

PROJECT NOMINATION PROCESS

The project nomination process begins with ADOT's solicitation for transportation enhancement project applications. Individuals, interest groups, and other government agencies as well as ADOT staff may complete these applications. All project proposals must be prepared in the same manner using the Arizona TEA-21 Transportation Enhancement Application forms. Applications submitted by individuals, interest groups, and other government agencies will be assembled and reviewed by the appropriate Metropolitan Planning Organization/Council of Government. State project applications will be given to these same organizations for coordination purposes. All state projects submitted must be made available to the appropriate ADOT District Office for their information, review, and comment.

Project applications must be detailed enough for ADOT to determine, and for the Arizona Division of the Federal Highway Administration to agree, that the proposed project is eligible for transportation enhancement funds. All proposed project applications must be fully completed. Incomplete or late applications will not be reviewed. ADOT staff may request further information/clarification prior to forwarding applications to the enhancement review committee.

Unlike some states, all of the ten transportation enhancement project activities contained in TEA-21 are eligible for ADOT's federal transportation enhancement funds providing they have a direct relationship to surface transportation. However, the statutory limits on ADOT's use of State Highway User Revenue Funds may restrict the Department's ability to participate in some transportation enhancement activities. Generally, ADOT's participation will be limited to activities/projects that are on ADOT rights-of-way and/or are owned and operated by ADOT. In addition, bicycle facilities must be constructed as part of the roadway project. Projects that don't meet these conditions must be sponsored and administered by a governmental agency other than ADOT. The project sponsor will also be liable for the non-federal match share of the project's costs.

COMMITTEE REVIEW, RANKING, AND SELECTION FOR PRE-DESIGN

Transportation enhancement applications for projects associated with the State Highway System will be referred to the Transportation Enhancement Review Committee (TERC) and considered against published selection criteria. This committee is comprised of twelve members representing the following groups:

MARICOPA ASSOCIATION OF GOVERNMENTS	1
PIMA ASSOCIATION OF GOVERNMENTS	1
OTHER COUNCILS OF GOVERNMENT ON A ROTATING BASIS	3
ARIZONA HISTORIC ADVISORY COMMISSION	1
ARIZONA COMMISSION ON THE ARTS	1
ARIZONA BICYCLE STATEWIDE REP.	1
ARIZONA STATE TRANSPORTATION BOARD	1
ARIZONA DEPARTMENT OF TRANSPORTATION	1
ARIZONA OFFICE OF TOURISM	1
ARIZONA STATE PARKS BOARD	1
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ARIZONA TEA-21
TRANSPORTATION ENHANCEMENT GRANT APPLICATION

MPO / COG _____

APPLICANT INFORMATION

1. APPLICANT AND SPONSOR		2. DATE	
3. PROJECT/ROUTE/FACILITY NAME			
4. MAILING ADDRESS			
CITY	ZIP CODE	5. COUNTY	6. CONGRESSIONAL DISTRICT
7. CONTACT PERSON	TITLE		PHONE NO: FAX NO:
ALTERNATE PERSON	TITLE		PHONE NO: FAX NO:

PROJECT DESCRIPTION

8. STREET NAME OR FACILITY NAME: STATE ROUTE NAME AND MILEPOST	
9. COUNTY	10. CITY/TOWN
11. ABSTRACT OF PROJECT: DO NOT EXCEED 150 WORDS. INCLUDE LENGTH, NUMBER OF ACRES, ETC.	

THE TEN ELIGIBLE TRANSPORTATION ENHANCEMENT ACTIVITIES

(The term 'transportation enhancement activities' means, with respect to any project or the area to be served by the project, any of the following activities if such activity relates to surface transportation)

1.) PROVISION OF FACILITIES FOR PEDESTRIANS AND BICYCLES, PROVISION OF SAFETY AND EDUCATIONAL ACTIVITIES FOR PEDESTRIANS AND BICYCLISTS

This does not include typical construction elements of a roadway such as; curb and gutter, traffic signals, etc.

2.) ACQUISITION OF SCENIC EASEMENTS OR HISTORIC SITES

(which possess significant aesthetic natural, visual or open space values. Historic properties must be eligible or listed in the National Register of Historic Places)

3.) SCENIC OR HISTORIC HIGHWAY PROGRAMS (INCLUDING THE PROVISION OF TOURIST AND WELCOME CENTER FACILITIES)

ADOT does have in place a Parkways, Historic, and Scenic Roads Program. This program does have a separate grant program for projects on those routes that have been designated by the State/ADOT. Any project under this activity must be on a State designated Scenic or Historic road.

4.) LANDSCAPING AND OTHER SCENIC BEAUTIFICATION

This is for primarily native and non-native plant landscaping activities. You can include site furniture such as benches, trash receptacles, etc. Stand-alone public art is not considered scenic beautification. You can include some art as part of a project but it is not eligible as a separate category under Transportation Enhancements. Public art has been included in the new Transit Enhancements funding program under the new TEA-21 legislation. Maintenance of landscaping does not qualify under this program.

5.) HISTORIC PRESERVATION

Any work under this category must have a strong transportation link.

6.) REHABILITATION OF HISTORIC TRANSPORTATION BUILDINGS, STRUCTURES, OR FACILITIES (INCLUDING HISTORIC RAILROAD FACILITIES AND CANALS) AND ESTABLISHMENT OF TRANSPORTATION MUSEUMS

7.) PRESERVATION OF ABANDONED RAILWAY CORRIDORS (INCLUDING THE CONVERSION AND USE THEREOF FOR PEDESTRIAN OR BICYCLE TRAILS)

8.) CONTROL AND REMOVAL OF OUTDOOR ADVERTISING

9.) ARCHEOLOGICAL PLANNING AND RESEARCH

10.) ENVIRONMENTAL MITIGATION TO ADDRESS WATER POLLUTION DUE TO HIGHWAY RUNOFF OR REDUCE VEHICLE-CAUSED WILDLIFE MORTALITY WHILE MAINTAINING HABITAT CONNECTIVITY

NOTE: THESE ARE THE ONLY ITEMS ELIGIBLE FOR TRANSPORTATION ENHANCEMENT FUNDING. INCLUDING ELEMENTS NOT LISTED ABOVE MAY RESULT IN THE DISQUALIFICATION OF THE ENTIRE APPLICATION. OTHER ELEMENTS MAY BE INCORPORATED INTO THE PROJECT IF THEY ARE IDENTIFIED AS SEPARATE IN THE COST ESTIMATE. IF ITEMS THAT ARE ELIGIBLE FOR OTHER FUNDING SOURCES ARE TO BE INCLUDED IN THIS PROJECT APPLICATION THEN THOSE SOURCE FUNDS MUST BE USED FOR THOSE ITEMS.

12. PROJECT CATEGORY - Check all boxes that apply. Circle primary category in which you wish to be evaluated.

<input type="checkbox"/> 1. Provision of Facilities for Pedestrians and Bicycles, including safety and educational activities <input type="checkbox"/> 2. Acquisition of scenic easements or historic sites <input type="checkbox"/> 3. Scenic Highway Programs including the provision of tourist and welcome center facilities <input type="checkbox"/> 4. Landscaping and Other Scenic Beautification <input type="checkbox"/> 5. Historic preservation	<input type="checkbox"/> 6. Rehabilitation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals) and establishment of transportation museums <input type="checkbox"/> 7. Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails) <input type="checkbox"/> 8. Control and Removal of Outdoor Advertising <input type="checkbox"/> 9. Archeological planning and research. <input type="checkbox"/> 10. Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
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13. TOTAL PROJECT COST & FEDERAL DOLLAR AMOUNT	14. SPONSOR MATCH AND % OF OVERALL PROJECT COST (must be at least 5.7% in hard cash)
<div style="display: flex; justify-content: space-between;"> \$ \$ </div>	<div style="display: flex; justify-content: space-between;"> \$ % </div>

PROJECT DEVELOPMENT AFTER SELECTION

Once selected, projects must follow the National Environmental Policy Act (NEPA) process and the typical established ADOT process for local government projects that include federal funding. This process normally takes 18-24 months to get a project to the construction phase. This process must be followed for all projects that will have ADOT oversight. The only exception is for Maricopa and Pima Counties and the Cities of Phoenix, Tempe and Tucson. These agencies still need to submit a copy of the Design Concept Report (DCR) so ADOT staff can recheck project funding amounts and type of work to be completed. **The following list does not include all the elements needing to be addressed in project development, but only lists the major issues or deadlines.**

- INITIAL PROJECT MEETING **(Include ADOT)**
- PREPARE PRELIMINARY DESIGN CONCEPT REPORT **(Does not qualify for enhancement funding)**
(Include the following elements)
 - A. Title Page
 - B. Introduction
 - C. Background Data
 - D. Project Scope
 - E. Project Development Considerations
 - 1. Environmental Requirements
 - 2. Critical Outside Agency Involvement
 - 3. Right-of-Way Requirements
 - 4. Utility Relocation Requirements
 - 5. Seasonal Considerations
 - 6. Traffic Requirements
 - 7. Design Concept Report Requirements
 - 8. Design Criteria
 - F. Other Requirements
 - G. Estimated Cost
 - H. Itemized Estimate
 - I. Vicinity Map
 - J. Typical Section Sketch
- DEPOSIT FUNDS INTO PRELIMINARY ENGINEERING ACCOUNT **(Does not qualify for enhancement funding)**
(This is for ADOT staff review and normally is about \$3,000-\$5,000)
- PREPARE PRELIMINARY ENVIRONMENTAL DOCUMENTATION **(Does not qualify for enhancement funding)**
Environmental documentation is not limited to but includes:
Project Description (mapping, project costs, right-of-way/easements, traffic data)
Impact Evaluation (Biological, air quality/ noise, hazardous materials, 404/401, miscellaneous)
Public Involvement
Mitigation
Documentation must be in ADOT/FHWA Formatting.
- OBTAIN CLEARANCE FOR FINAL DCR AND ENVIRONMENTAL DOCUMENTATION
(After this step you must get a notice to proceed from ADOT to start incurring costs for design if you intend to get reimbursed for those costs. **DO NOT START DESIGN UNTIL YOU GET THAT WRITTEN NOTICE TO PROCEED.** Doing so will result in a portion of your costs not being eligible for reimbursement.) Any design work anticipating the use federal funds must be listed in the initial Project Application.)
- SUBMIT 30% PLANS AND SPECIFICATIONS FOR REVIEW
- SUBMIT 60% PLANS AND SPECIFICATIONS FOR REVIEW
- FINALIZE INTERGOVERNMENTAL AGREEMENT (IGA) **(To be done by ADOT)**
- SUBMIT 95% PLANS AND SPECIFICATIONS FOR REVIEW
- OBTAIN UTILITY AND RIGHT-OF-WAY CLEARANCE LETTERS FROM ADOT
- SUBMIT FINAL PLANS AND SPECIFICATIONS FOR REVIEW
- ADVERTISE FOR BID **(To be done by ADOT)**
- CONSTRUCT PROJECT **(To be done by ADOT)**

15. ESTIMATED PROJECT COSTS BY ELEMENT. (LIST ALL ITEMS NECESSARY TO DEVELOP & CONSTRUCT PROJECT)

Item	Unit	Qty.	Unit price	Total amount	Paid in Fed. funds Not to exceed 94.3%	Paid in local funds May exceed 5.7%
DESIGN (8-12%) (Will need to be paid back to FHWA if project is not built)						
RIGHT-OF-WAY ACQUISITION						
UTILITIES						
TRAFFIC CONTROL (0-8%)						
LANDSCAPING						
IRRIGATION						
CONSTRUCTION COSTS Clearing and site preparation Sidewalk Multi-use path Site furniture Hardscape						
OTHER						
CHANGE ORDERS (5% Typical)						
CONSTRUCTION ADMINISTRATION (Avg. 15%)						
PROJECT TOTAL COST						
ADOT PROCESSING FEES (\$3,000 to \$5,000) (Does not count towards 5.7% required match)	Ea.	1	5,000.00	5,000.00	does not qualify	5,000.00

NOTE: Items in apprentices are typical percentages and may vary from project to project.

PLEASE LIMIT THE FOLLOWING DESCRIPTION TO **200 WORDS OR LESS**

16. Describe the project. Please address the following:

- A) Where is the project located? (Must attach map in appendix)
- B) Is the project on a planned, existing, or under construction transportation corridor?
If on a planned or under construction corridor, what is the approximate or scheduled Completion date for the corridor?
- C) What major construction, design, and ROW work does the project entail?
- D) What is the proposed time frame for completion of the project?
- E) How will the project result in an improvement of existing conditions? What are the Adjacent land uses?
- F) Supplemental material may be provided with application, up to a total of 5 items.
Such as: photographs, site plans, artist renderings, newspaper articles, etc.

17. Describe how the project will be maintained and repaired after completion. Please address the following:

- A) Proposed on-going maintenance and repair program
- B) Source of funds for on going maintenance and repairs
- C) Organizations/Individuals responsible for on going maintenance and repairs
- D) Future or on going use of the site (if applicable)

PLEASE LIMIT THE FOLLOWING DESCRIPTION TO **200 WORDS OR LESS**

18. Why should this project be funded. (See General Merit Evaluation Criteria)

19. Describe how this project will benefit the community. (Economic, tourism, environmental, cultural etc.)
(See General Merit Evaluation Criteria Item 1A)

PLEASE LIMIT THE FOLLOWING DESCRIPTION TO **200 WORDS OR LESS**

20. Describe the benefits to safety, if applicable. A “not applicable” response to this question will not negatively bear on selection. (See General Merit Evaluation Criteria, Item 1a and Activity-Specific Criteria)

21. Is the proposed project listed on or does it meet criteria for any local, state, or Federal Historic or Scenic designations? If so, please identify the specific designation (s) and briefly describe why the proposed project qualifies. If this is a rail corridor project is the corridor “rail banked” or is the abandonment authorized by or proceeding before the Interstate Rail Commission?

Is the proposed project included in any local, state, or federal plans? If so, please identify the plan, and importance of the project in the overall plan. (See General Merit Evaluation Criteria, Item 1c)

PLEASE LIMIT THE FOLLOWING DESCRIPTION TO **200 WORDS OR LESS**

22. Describe how the community was or will be involved in this project. Please include the following:

A) Community involvement in the design process, consultant selection, project identification, or implementation.

B) Letters of Support. **(Maximum Five)**

23. Is this project a one-time opportunity, or will the project protect a threatened resource? A “no” response to this question will not negatively bear on selection.

If yes, please describe? (See General Merit Evaluation, Item 3)

PLEASE LIMIT THE FOLLOWING DESCRIPTION TO **200 WORDS OR LESS**

24. Describe why the project is an enhancement and how it relates to the transportation infrastructure of the community, region and / or state. (See Activity-Specific Evaluation Criteria, Items 1-10) (See question number 12)

SCREENING CRITERIA

25. BASIC CRITERIA (Must meet all Criteria. A "no" response to any of the following disqualifies the proposal)	<u>YES</u>	<u>NO</u>
A. Project eligible under one or more of the 10 transportation enhancement activities listed in TEA-21	_____	_____
B. Relationship to Intermodal Transportation System Must qualify under one or more of these conditions. PROXIMITY _____ FUNCTION _____ IMPACT _____ Explain how project qualifies under one or more of the above federal standards.		
C. Project over and above normal project? (Typical landscaping, mitigation type activities that are a normal part of a transportation project are ineligible).	_____	_____
D. Project Sponsored by Government Entity?	_____	_____
E. Project is not inconsistent with applicant's Plans?	_____	_____
F. Project will go to bid within 2 years of acceptance?	_____	_____
G. Project matching funds available (Minimum 5.7%)?	_____	_____
H. Project sponsor able to administer project?	_____	_____
I. Completed project will meet applicable Federal, state and local requirements?	_____	_____
J. The completed project will be open to the public and meet the accessibility standards of the Americans with Disabilities Act.	_____	_____
K. Project will improve air quality or have a neutral air quality impact?	_____	_____
L. Sponsor agrees to install an ADOT provided sign during the construction phase and a permanent 8" X 8" bronze plaque upon completion stating that the project was part of the Transportation Enhancement Program.	_____	_____
26. Approval of Authorized Official (Sponsor) This project has the concurrence of the sponsoring agency, is not inconsistent with the agency's plans and meets all of the basic criteria listed in question 21, which are required by the state of Arizona's Transportation Enhancement Program.		

Agency/Jurisdiction _____

Day: _____ By: _____

27. Endorsement of Metropolitan Planning Organization/Council of Governments

This project has been reviewed and endorsed by:

MPO/COG _____ Date: _____

EVALUATION CRITERIA FOR THE TRANSPORTATION ENHANCEMENT REVIEW COMMITTEE

Each project proposal can receive a maximum of 117 points: up to 77 points are possible in the “**General Merit**” scoring process and up to 40 points are possible in the “**Activity-Specific**” scoring.

In the “**General Merit**” scoring process, all proposals are scored by the same point system. The “**Activity-Specific**” scoring is based upon the 10 categories of eligible transportation enhancement activities. If a proposal can score points within more than one of the 10 categories, points from only the highest scoring category are awarded. (Note, however, that additional consideration of up to 10 points is given to projects that meet more than one objective of the transportation enhancement program. This occurs within line item 4 of the “**General Merit**” scoring system.)

These are the scoring values for the “**General Merit**” area:

1.	Regional and Community Enhancement	52 points
2.	Cost Effectiveness/Reasonable Cost Factors	10 points
3.	Project Need/One Time Opportunity	5 points
4.	Meets More than One Objective of Legislation	<u>10 points</u>
		77 points possible

These are the “**Activity-Specific**” areas as set forth in the ISTE/TEA-21 legislation.

A project proposal can score up to 40 points in only one of the specific divisions:

1.	Provision of Facilities for Pedestrians and Bicycles	40 points
2.	Acquisition of Scenic Easements and Scenic or Historic Sites	40 points
3.	Scenic or Historic Highway Programs	40 points
4.	Landscaping and Other Scenic Beautification	40 points
5.	Historic Preservation	40 points
6.	Rehabilitation and Operation of Historic Transportation Buildings, Structures, or Facilities (Including Historic Railroad Facilities and Canals)	40 points
7.	Preservation of Abandoned Railway Corridors (Including the Conversion and Use Thereof for Pedestrian or Bicycle Trails)	40 points
8.	Control and Removal of Outdoor Advertising	40 points
9.	Archaeological Planning and Research	40 points
10.	Mitigation of Water Pollution Due to Highway Runoff	<u>40 points</u>
		40 points possible

TOTAL POSSIBLE POINTS 117 POINTS

GENERAL MERIT CRITERIA

The “**General Merit**” criteria consist of the following:

1. **State, Regional or Community Enhancement (Not to exceed 52 points)**

The project score in this area is derived from the project’s primary effects -- its intent and purpose - related to the following elements:

- a. 0 - 10 points Benefits to quality of life, community, environment, safety. Examples might include provision of a safe, aesthetic pedestrian facility at a rail station, removal of billboards on a rural scenic highway, provision for wildlife corridors or mitigation areas.
- b. 0 - 8 points Enhances handicap access or alternate mode access to activity centers, such as businesses, schools, recreational areas and shopping areas. Connects transportation modes, has multi-modal aspects. Reinforces, complements the regional transportation system, fills deficiency in the system.
- c. 0 - 8 points Meets goals in the regional transportation plan, or other adopted Federal, State, or Local plans. Examples might include water quality plans or elements of general plans.
- d. 0 - 8 points Enhances availability, awareness, or protection of historic, cultural, aesthetic or natural resources.
- e. 0 - 8 points Degree of regional or community support/commitment. For example, letters of support from local interest groups and public bodies, additional match above minimum provided, joint sponsorship, etc.
- f. 0 - 10 points Degree to which project has positive impact on economic development, tourism of local area. Regional or State.

2. **Cost-Effectiveness/Reasonable Cost Factors (Not to Exceed 10 Points)**

The project score in this area is a function of improved performance or productivity of the project as it relates to the annualized total project cost. Where the project does not lend itself to this type of analysis, the reasonableness of the cost should be established. For example, a project that serves 500 people is more cost effective than a project that serves 20 people.

Potential scoring within these criteria could be as follows:

Highly Cost-Effective/Highly Reasonable Cost	10 points
Moderately Cost-Effective/Moderately Reasonable Cost	6 points
Low Cost-Effectiveness/Low Reasonable Cost	2 points
Not Cost-Effective/Not Reasonable	0 points

Reasonable additional point consideration may also be given to projects that provide matching funds for construction over the 5.7% minimum required.

3. Project Need/One Time Opportunity (Not to Exceed 5 Points)

Scoring in this area is based upon whether there is a one-time opportunity for the project or the proposed project is otherwise threatened. There may be an immediate need to do the project or an opportunity will be lost, or postponing the project could result in substantial degradation of the resource. For example, an historic structure would deteriorate past the point of restoration in two years, or continuing water pollution due to highway runoff would cause irreversible damage to the environment. A high degree of immediacy would indicate 5 points.

4. Meets More than One Objective of Legislation (Not to Exceed 10 Points)

Projects, which address more than one of the eligible activity areas for transportation enhancements, can receive up to 10 additional points in this scoring area. Point consideration may be given based both on the number of additional eligible activities impacted by the proposal and to how significantly or well those additional eligible activities are impacted.

ACTIVITY-SPECIFIC CRITERIA

The “**Activity-Specific**” area consists of the 10 activity categories that are eligible for transportation enhancement funding as set forth in ISTEA. The project score in each activity-specific division is designed to provide equal consideration to each type of activity and to compensate for inability to score in other specific areas. It is not a way to double count benefits. A project proposal can score up to 40 points in only one of the specific divisions. If a proposal includes diverse elements that would allow it to score points within more than one of the 10 categories, points from only the highest scoring category are awarded. (Note, however, that additional consideration of up to 10 points is given to projects that meet more than one objective of the transportation enhancement program. This occurs within line item 4 of the “**General Merit**” scoring system.)

The ten activity-specific areas are as follows:

1. Provision of Facilities for Pedestrians and Bicycles, Provision of Safety and Educational Activities for Pedestrians and Bicyclists.
2. Acquisition of Scenic Easements and Scenic or Historic Sites
3. Scenic or Historic Highway Programs (Including the Provision of Tourist and Welcome Center Facilities)
4. Landscaping and other Scenic Beautification
5. Historic Preservation
6. Rehabilitation of Historic Transportation Buildings, Structures, or Facilities (Including Historic Railroad Facilities and Canals) and Establishment of Transportation Museums
7. Preservation of Abandoned Railway Corridors (Including the Conversion and Use Thereof for Pedestrian or Bicycle Trails)
8. Control and Removal of Outdoor Advertising
9. Archaeological Planning and Research
10. Environmental Mitigation to Address Water Pollution Due to Highway Runoff or Reduce Vehicle-Caused Wildlife Mortality While Maintaining Habitat Connectivity

Total Not to Exceed

40 points

The potential score in this area will provide a true case-by-case evaluation of the specific merits of the proposed project. In its simplest sense, this scoring is based on an analysis of the existing condition or perceived “problem” followed by an estimation of how well the proposed project provides a “solution” to the problem.

Consideration in this case-by-case evaluation may include, but may not be limited to, those mentioned in the following discussion.

1. Provision of Facilities for Pedestrians and Bicycles, Provision of Safety and Educational Activities for Pedestrians and Bicyclists (Not to Exceed 40 Points)

Problem: Considerations include the need for the proposed facilities in accordance with transportation and bicycle master plans, shortage of bicycle or pedestrian facilities in the area of the project, missing links in connecting to the intermodal system, importance of the link. Safety and Education activities should be well planned and inclusive of all parties effected in the target audience area. All education activities should be community based and general in content.

High	10 - 20 points
Medium	5 - 10 points
Low	0 - 5 points

Solution: Considerations may also include the degree to which the proposed project is innovative, supports other modes of transportation or addresses opportunities for bicycle or pedestrian facilities and education.

High	10 - 20 points
Medium	5 - 10 points
Low	0 - 5 points

2. Acquisition of Scenic Easements and Scenic or Historic Sites (Not to Exceed 40 Points)

Problem: Considerations may include the current recognized level of historic significance (Federal, State or Local), degree to which scenic or aesthetic resources are rare, unique, or significant, degree to which potential for enhancement exists for landscaping or scenic beautification, current degree of visual blight.

High	10 - 20 points
Medium	5 - 10 points
Low	0 - 5 points

Solution: Considerations may also include the degree to which the project activity will enhance, preserve, or protect the historic/archaeological resource, or will preserve, rehabilitate, or develop scenic or aesthetic resources.

High	10 - 20 points
Medium	5 - 10 points
Low	0 - 5 points

3. Scenic or Historic Highway Programs (Including the Provision of Tourist and Welcome Center Facilities) (Not to Exceed 40 Points)

Problem: Considerations may include the current recognized level of historic significance (Federal, State or Local), degree to which scenic or aesthetic resources are rare, unique, or significant, degree to which potential for enhancement exists for landscaping or scenic beautification, current degree of visual blight. Welcome centers and tourist facilities must be located on a State designated scenic or historic road.

High	10 - 20 points
Medium	5 - 10 points
Low	0 - 5 points

Solution: Considerations may also include the degree to which the project activity will enhance, preserve, or protect the historic/archaeological resource, or will preserve, rehabilitate, or develop scenic or aesthetic resources.

High	10 - 20 points
Medium	5 - 10 points
Low	0 - 5 points

4. Landscaping and other Scenic Beautification (Not to Exceed 40 Points)

Problem: Considerations may include the degree to which scenic or aesthetic resources are rare, unique, or significant, degree to which potential for enhancement exists for landscaping or scenic beautification, current degree of visual blight.

High	10 - 20 points
Medium	5 - 10 points
Low	0 - 5 points

Solution: Considerations may also include the degree to which the project activity will preserve, rehabilitate, or develop scenic or aesthetic resources and the degree to which the public is involved in the design of the project or the artistic/designer selection process.

High	10 - 20 points
Medium	5 - 10 points
Low	0 - 5 points

5. Historic Preservation (Not to Exceed 40 Points)

Problem: Considerations may include the extent to which the project is endangered, how it represents the values of the community (and/or history), and the potential for future use.

High	10 - 20 points
Medium	5 - 10 points
Low	0 - 5 points

Solution: Considerations may also include the degree to which the project activity will enhance, preserve, or protect the historic/archaeological resource.

High	10 - 20 points
Medium	5 - 10 points
Low	0 - 5 points

6. Rehabilitation of Historic Transportation Buildings, Structures, or Facilities (Including Historic Railroad Facilities and Canals) and Establishment of Transportation Museums (Not to Exceed 40 points)

Problem: Considerations may include the current recognized level of historic significance (Federal, State or Local).

High	10 - 20 points
Medium	5 - 10 points
Low	0 - 5 points

Solution: Considerations may also include the degree to which the project activity will enhance, preserve, protect and educate on the historic/archaeological resource.

High	10 - 20 points
Medium	5 - 10 points
Low	0 - 5 points

7. Preservation of Abandoned Railway Corridors (including the Conversion and Use Thereof for Pedestrian or Bicycle Trails) (Not to Exceed 40 Points)

Problem: Considerations include the need for the proposed facilities, shortage of bicycle or pedestrian facilities in the area of the project, missing links in connecting to the intermodal system, importance of the link.

High	10 - 20 points
Medium	5 - 10 points
Low	0 - 5 points

Solution: Considerations may also include the degree to which the proposed project meets needs or addresses opportunities for bicycle or pedestrian facilities, removes barriers and considers obstacles to the environment:

High	10 - 20 points
Medium	5 - 10 points
Low	0 - 5 points

8. Control and Removal of Outdoor Advertising (Not to Exceed 40 Points)

Problems: Considerations may include the degree to which removal of the billboard will have a positive effect on the surrounding area, or removes a highly visible or poorly located outdoor advertisement.

High	10 - 20 points
Medium	5 - 10 points
Low	0 - 5 points

Solution: Considerations may also include the degree to which the project activity will preserve, rehabilitate, or develop scenic or aesthetic resources.

High	10 - 20 points
Medium	5 - 10 points
Low	0 - 5 points

9. Archaeological Planning and Research (Not to Exceed 40 Points)

Problem: Considerations may include the extent to which the program or research plan advances the knowledge of archaeological resources and research methodology.

High	10 - 20 points
Medium	5 - 10 points
Low	0 - 5 points

Solution: Considerations may also include the degree to which the project is innovative and will enhance, preserve, or protect the historic/archaeological resource.

High	10 - 20 points
Medium	5 - 10 points
Low	0 - 5 points

10. Environmental Mitigation to Address Water Pollution Due to Highway Runoff or Reduce Vehicle-Caused Wildlife Mortality While Maintaining Habitat Connectivity (Not to Exceed 40 Points)

Problem: Considerations may include the magnitude of the environmental problem.

High	10 - 20 points
Medium	5 - 10 points
Low	0 - 5 points

Solution: Considerations may also include the degree to which the proposed project solves the environmental problem and results in a positive relationship to other environmental resources.

High	10 - 20 points
Medium	5 - 10 points
Low	0 - 5 points